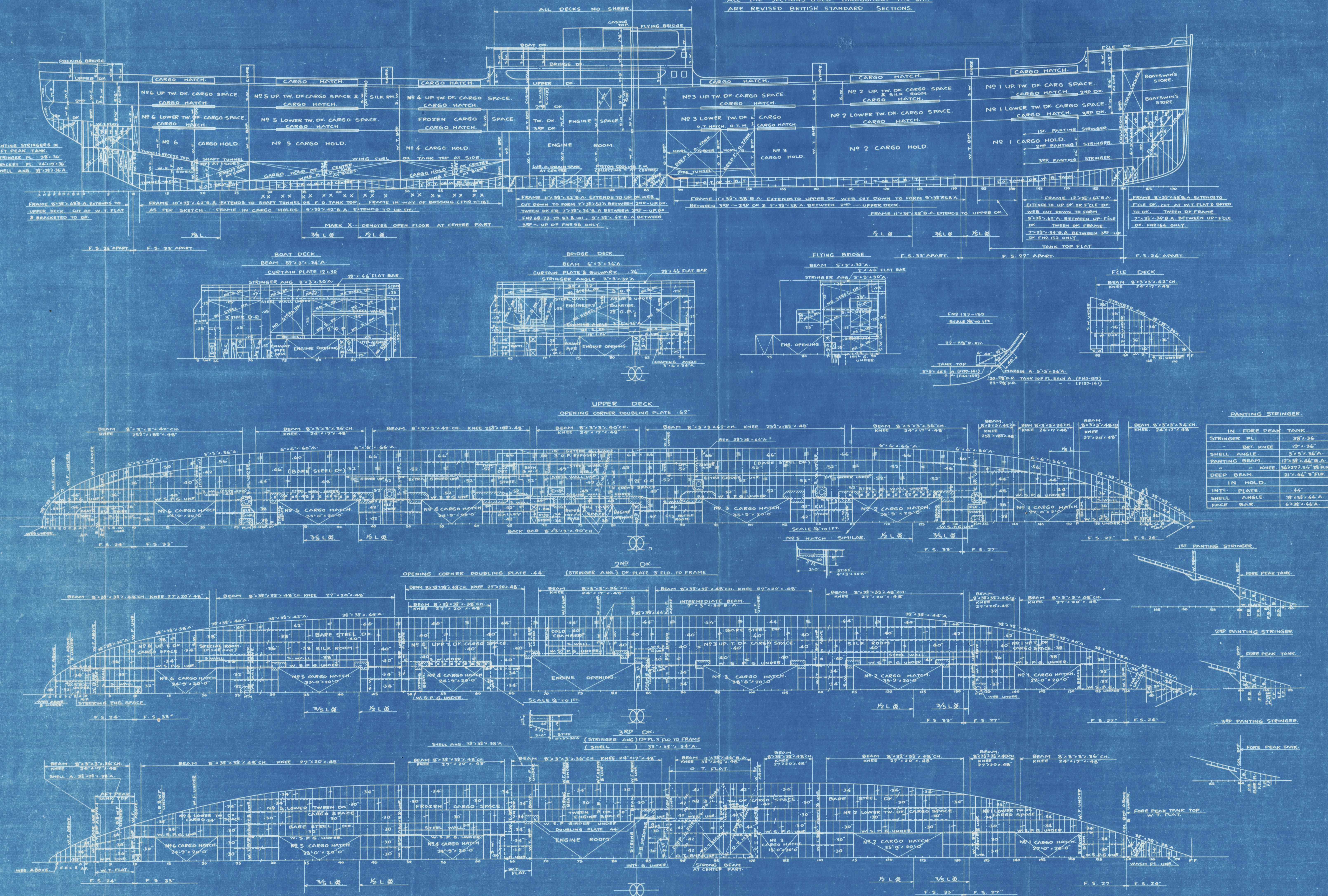




N. B.
ALL THE SECTIONS USED THROUGHOUT THE SH
ARE REVISED BRITISH STANDARD SECTIONS.



"MINAI MARU"

**HONOLULU MATE
CONSTRUCTION PROFILE
& DECK PLAN.
SCALE $\frac{1}{16}$ INCH TO 1 FOOT
(44'5"-0" x 60'-6" x 40'-9")
(FINISHED PLAN)**



LLOYD'S CLASS 100 A. I. WITH FREEBOARD

N.B. ALL SECTIONS USED THROUGHOUT THE SHIP ARE REVISED BRITISH STANDARD SECTIONS.

PRINCIPAL DIMENSIONS	
LENGTH	(L) 445'0"
BREATH MOULDED	(B) 60'-6"
DEPTH	TO UPPER DK. 40'-9"
LOADED DRAUGHT (FROM TOP OF KEEL)	280'3"
DEPTH 'D' FOR SCANTLING NUMERALS (D)	40.75'

SCANTLING NUMERALS	
1 st LONGITUDINAL NUMERAL (LxD) =	445x40.75 = 18.134
2 nd LxD =	445x10.125 = 45.056
PROPORTION TO UPPER DS % =	445/40.75 = 10.92

EQUIPMENT & EQUIPMENT NUMBER	
EQUIPMENT NUMBER	16196
LETTER	d+

EQUIPMENTS	
3 BOWER ANCHORS STOCKLESS. COLLECTIVE	232 CWT
STREAM ANCHOR ORDINARY EX. STOCK.	232
STUD CHAIN CABLE	300' FTMS
STEEL WIRE FOR STREAM ANCHOR	120' 42 CIR. (24 WIRE)
TOW LINE STEEL WIRE	130' 52 CIR. (D)
HAWSER MANILA	2-100' FMS 8 CIR.
WARP	2-100' FMS 8 CIR.

FORGING & CASTING	
STEM (CROOLED MILD STEEL)	102x2.5
STERN FRAME AS PER PLAN	

KEEL & SHELL PLATING	
KEEL PLATE	55x85~75
BOTTOM	.67~.52
SIDE	.65~.49
BOSS	.75
FLE	.44
SIDE PLATE	.44
SCHEER STRAKE	65x78 (RULE SIZE 52x74) ~49
BELLOW SCHEER STRAKE	65 (RULE SIZE 52x70) ~49

ENGINE CASING	
COAMING PLATE	.30-.34 WHERE EXPOSED
CASING	.26-.30
COAMING ANGLE	3x3x30A 3x3x34A
STIFFENERS	3x2x30A 3x3x34A

DECK HOUSES		
COAMING PLATE	UPPER DECK	BRIDGE DECK
HOUSE PLATE	.28	.25
COAMING ANGLE	Gx3x32A	Gx3x32A
TOP	3x3x30A	3x3x28A
STIFFENERS	3x2x2x32A	3x2x2x25A
SPACING	SPACED ABOUT 33' APART.	

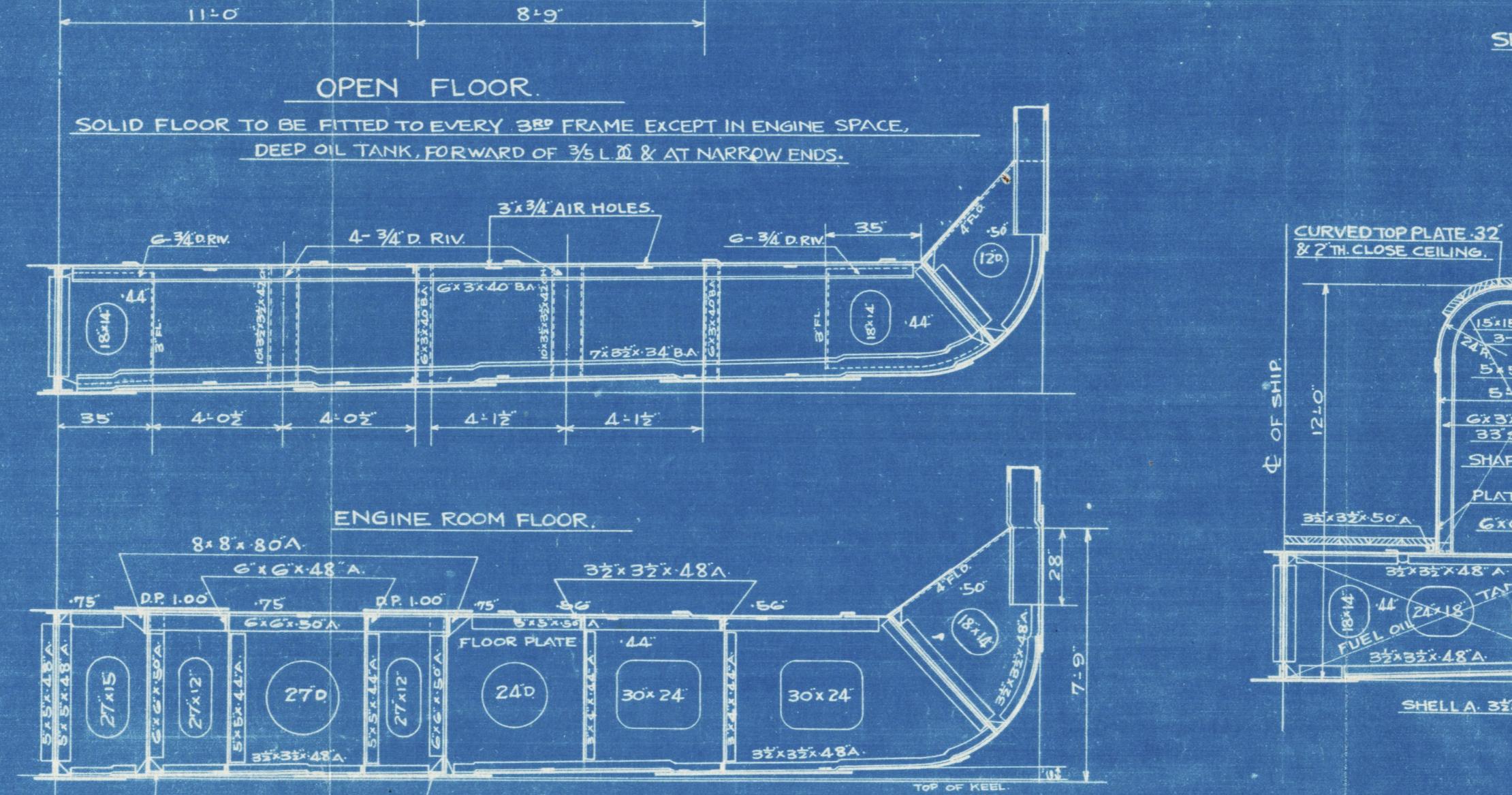
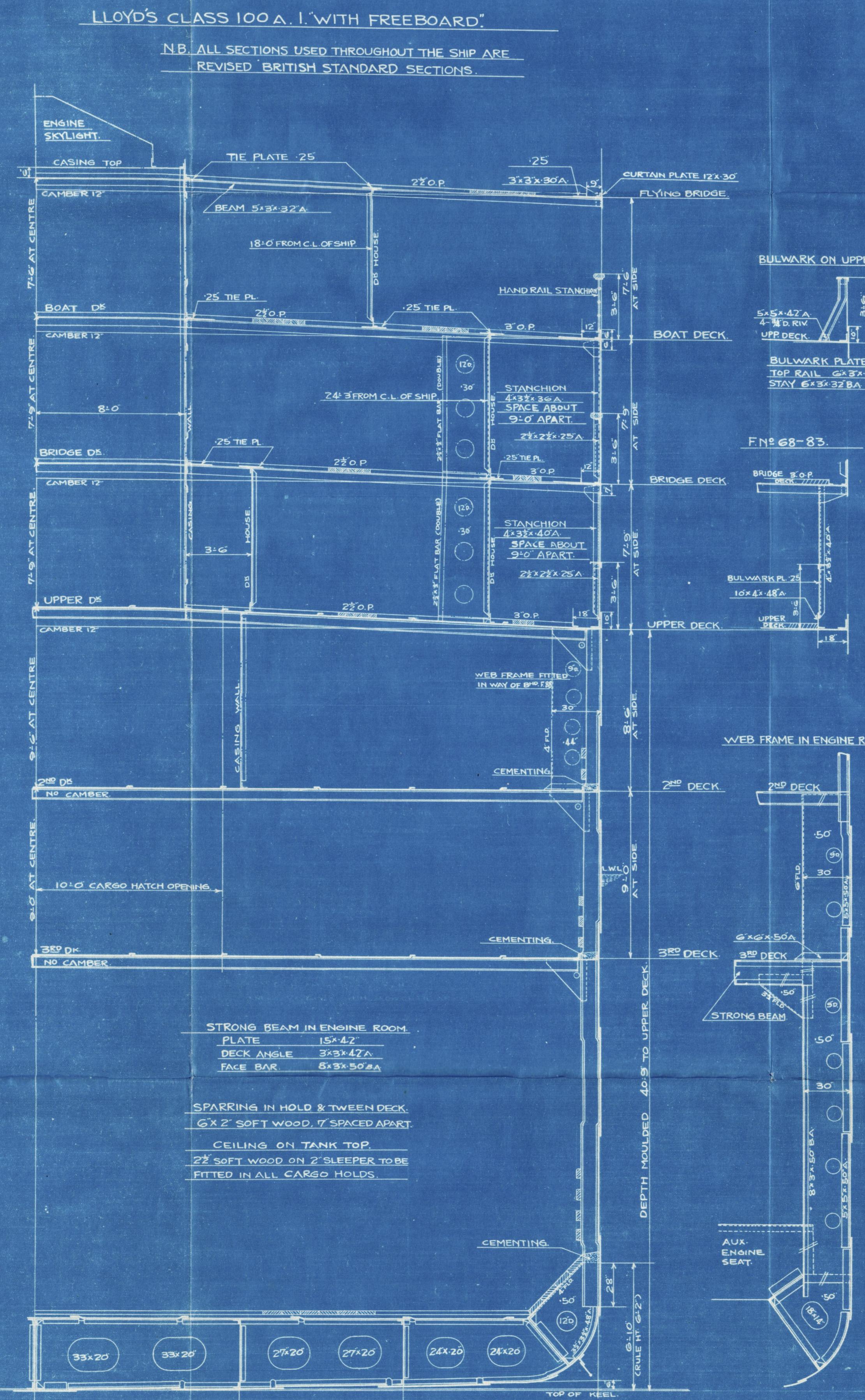
BILGE KEEL (115-G AMIDSHIPS)	
BULB PLATE	102x50
CONNECTING BAR	5x3x50A
DEPTH OF GIRDERS	12'

DOUBLE BOTTOM		
CENTRE PLATE	1/200-ENDS ENGINE SPACE	REMARKS
GIRDER	46x62~48	60x62
TOP	3x3x60-600A	5x5x60DA
SIDE	3x3x56-520A	3x3x56-520A
GIRDERS	3x3x48A	5x5x48A
PLATE	.44	.44
TOP ANGLE	3x3x48A	3x3x48A
BOTTOM	"	3x3x48A
VERTI	3x3x42A	3x3x42A
SOLID FLOOR	3x3x48A	3x3x48A
W.T. PLATE	.52	.52
FLOOR	3x3x52A	3x3x52A
INNER BOTTOM	3x3x48A	3x3x48A
MARGIN PLATE	40x56~46	.75
TOP & SHELLA	5x5x56A	5x5x56A

(1) DELAY IN FITTING UNLESS MAST ENGINE SEATING AS PER SKETCHES
NB 2 TANK TOP PLATES FITTED TRANSVERSELY IN WAY OF BULKHEAD EXCEPT
MARGIN PLATE & MIDDLE LINE STRAKE

STRENGTHENING OF BOTTOM FORWARD
FROM FORWARD OF 36L TO COLLISION BULKHEAD.
PITCH OF RIVET IN FRAME TO BE 550 (TWO COMPLETE ROW ON BOTH FLANGES).
FRAME ANGLE 5x5x48 FROM MARGIN PLATE TO MARGIN PLATE.
INT'L ADDITIONAL SIDE GIRDER TO BE FITTED AT 4.0' APART & 2 H.P.
GIRDER EXTENDING AS FAR FORWARD AS PRACTICABLE.
FLOOR PLATE OR INT'L SIDE GIRDERS ARE NOT TO BE FLANGED.
SHELL PLATINGS, THREE STRAKES NEXT THE KEEL TO HAVE MIDSHIP THICKNESS .67 MAINTAINED (FORWARD TO COLLISION B.H.)

RIVETING NOTE (EDGE CONNECTION)		
KEEL PLATE	2R	2R
BOTTOM PLATE	.	.
SIDE PLATE	.	.
SCHEER STRAKE	.	.
BELLOW STRAKE	2R	2R
FLE SIDE PL.	1R	
M.L. STRAKE	2R	2R
OTHER	.	.
MARGIN PLATE	2R	2R
UP DS STRINGER	1R	1R
PLATE	.	.
ALL OTHER DS PL	1R	1R
	2L 00	AT ENDS

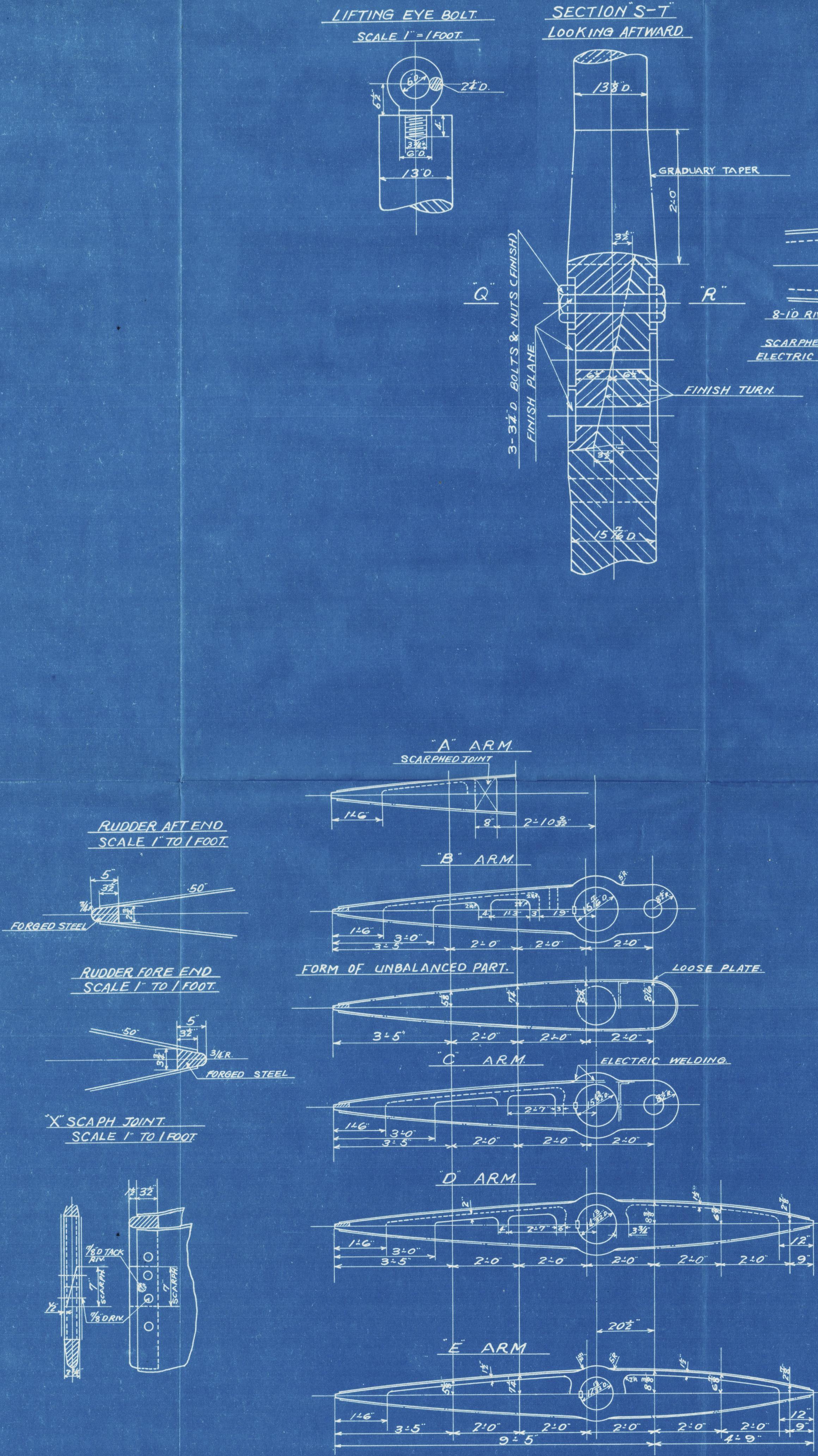


DECKS		
STRINGER PLATE	BOAT DECK	BRIDGE DECK
ANGLE	27x30'	30x37'
SHELL ANGLE	3x3x30A	3x3x32A
G WATER WAY ANGLE	3x3x32A	3x3x32A
FLAT BAR 4G WELDED		
DIS PLATE	25' TIE PLATE	25' TIE PLATE
CURTAIN PLATE	25' TIE PLATE	36'
WOOD PLANK	25' O.P. INSIDE HOUSE	25' O.P. INSIDE HOUSE

TANK SIDE BRACKETS		
PLATE	N 25 & HOLDS	ENGINE ROOM 156L FROM STEM ELSE WHERE
	50	50
GUSSET PLATE	CONTINUOUS	CONTINUOUS
TO FRAME	15 1/2 D.RIV.	15 1/2 D.RIV.
TO GUSSET	8 7/8 D.RIV.	7 7/8 D.RIV.
TO MARGIN PLATE	15 7/8 D.RIV.	22 7/8 D.RIV. 15 1/2 D.RIV.
VANGE ON MARGIN PL.	5x5x48A	5x5x48A
- WITHIN	5x3x48A	5x3x48A
GUSSET PLATE	AS PER RUN IN WAY OF TANK TOP PLATE TO TOP	22 7/8 D.RIV. 20 7/8 D.RIV. EACH
WOOD PLANK	25' O.P. EXPOSED HOUSE SIED 25' O.P. INSIDE HOUSE	

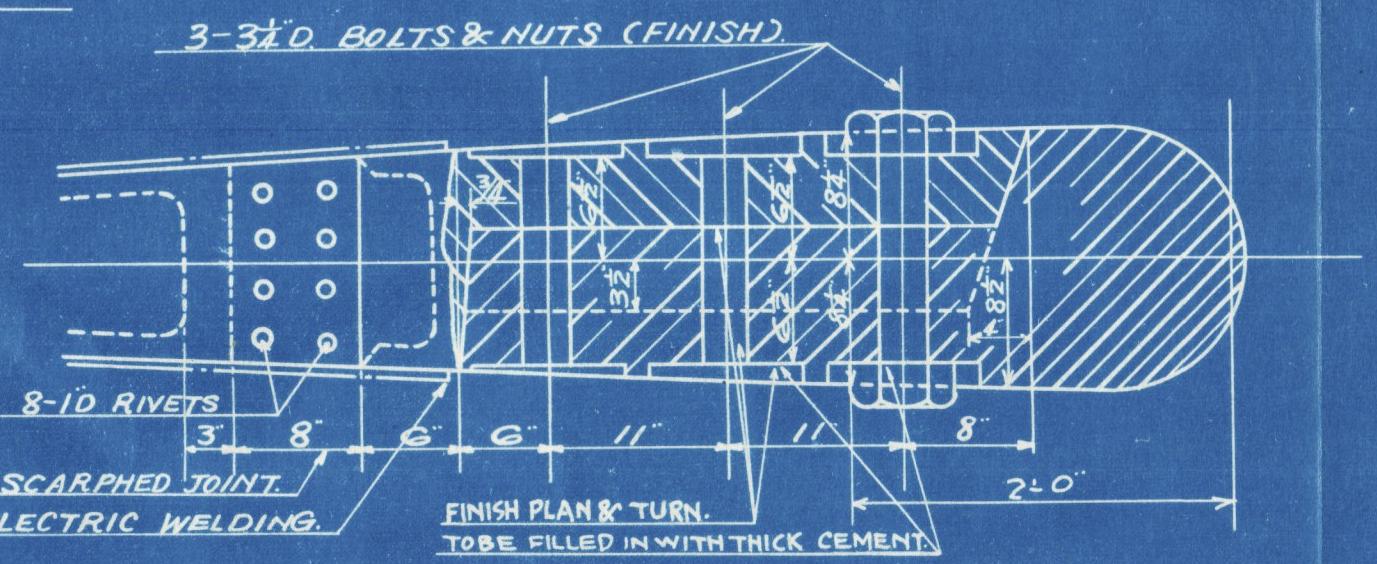
FRAMING		
FRAME SPACE		
BOTH PEAKS	24'	
FORWARD OF 36L 20'	27'	
ELSE WHERE	33'	
FRAMING DEPTH (d)		
IN WAY OF ENGINE ROOM	18.3'	18.08'
HOLD	19.5'	19.1'
WING F.O. TANK	8.2'	19.4'
DEEP FRAME SYSTEM	23.0'	23.0'

RIVETING NOTE (END CONNECTION)		
KEEL PLATE	2L 00	AT ENDS
BOTTOM	LAPPED & 4R	LAPPED & 3R
SIDE	.	3R
SCHEER STRAKE	.	3R
BELLOW	4R	3R
FLE SIDE PLATE	.	1R
INNER BOTTOM		
M.L. STRAKE	LAPPED & 3R	LAPPED & 2R
OTHER	.	2R
MARGIN PLATE	.	3R
CENTRE GIRDERS		

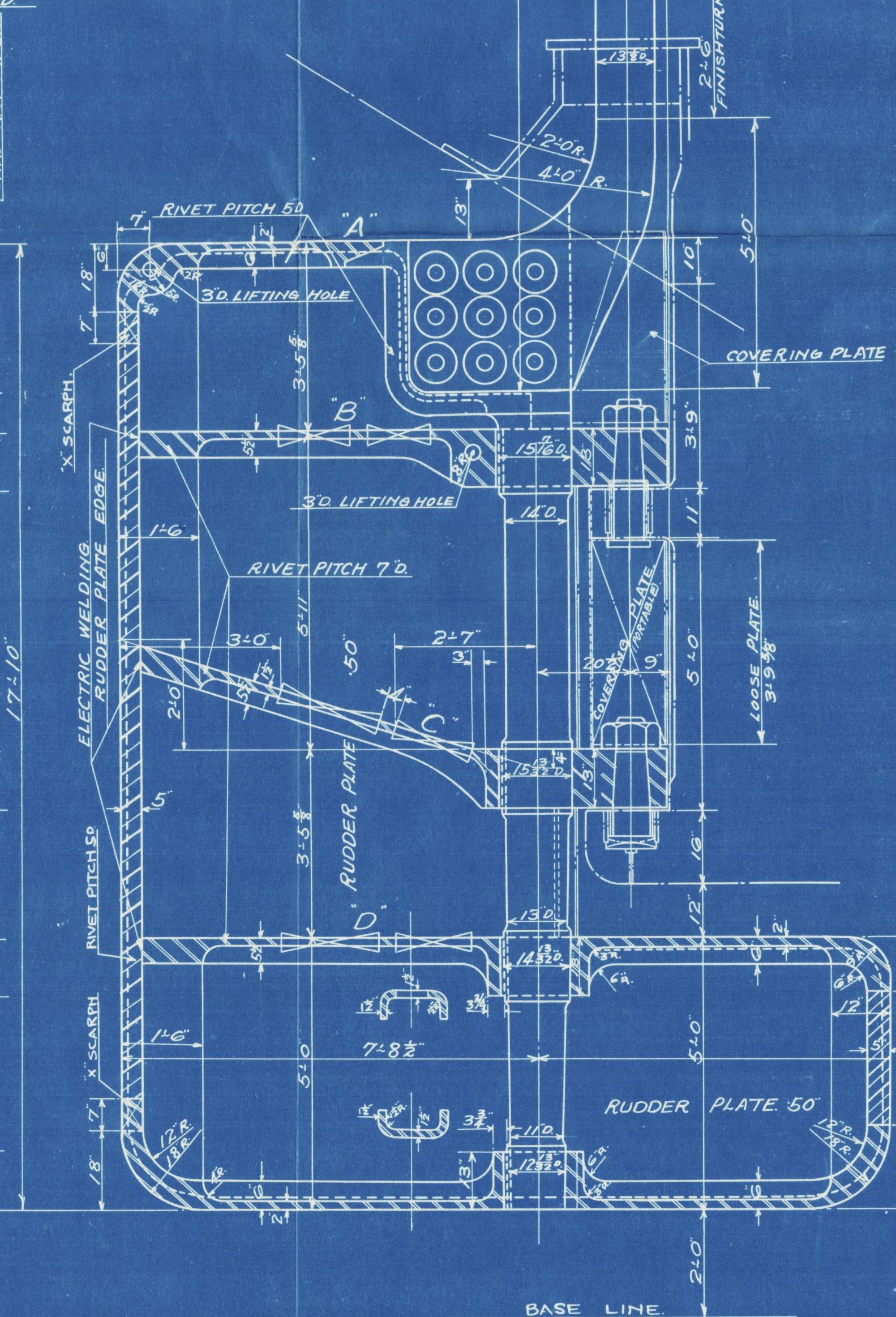


MATERIALS:
RUDDER HEAD & MAIN PIECE - FORGED STEEL.
ARMS - CAST STEEL.
BOW OF THE RUDDER - CAST OR FORGED STEEL.
PINTLES, BOLTS, NUTS, & EYE BOLT - FORGED STEEL.

SECTION Q-R

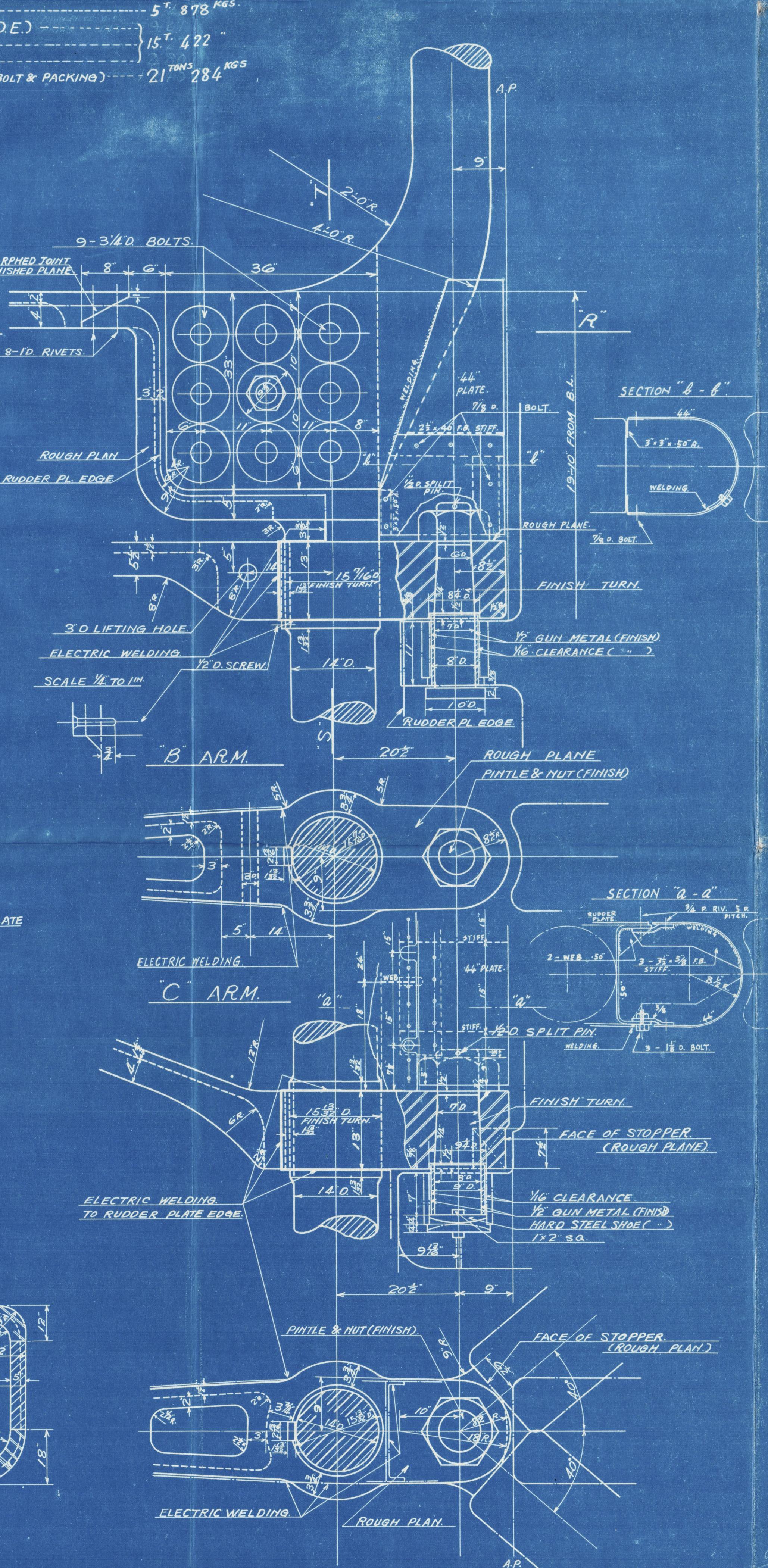


FORE END VIEW OF THE RUDDER LOOKING AFTWARD



RUDDER PARTICULARS:
SEA SPEED - 14 3/4 KNOTS.
TOTAL RUDDER AREA - 185.3
RUDDER AREA EXCLUDING BALANCED PART & PINTLE
COVERING LOOSE PART. - 147.18
(A) - 773.50
AxD - 13 D.

WEIGHT:
RUDDER HEAD - 5 T. 878 KGS.
MAIN PIECE & ARMS (A.B.C.D.E) - 15 T. 422 ".
PACKING PLATES - 21 TONS 284 KGS.
TOTAL (INCL. PINTLES, BOLTS, EYE BOLT & PACKING) - 21 TONS 284 KGS.



M.V. "TOKAI MARU"
Nagasaki Report No. 1743.

MINORU MATSU

RUDDER

SCALE 1/2 INCH TO 1 FOOT.
(DETAILS) 11MCH TO 1 FOOT.
(445.0 x 60.6 x 40.9)
(FINISHED PLAN)



Held by
Hector
June 17th 1930

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R Lloyds Register

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